

Agenda Item No: 7
Report To: The Joint Transportation Board
Date: Tuesday 11th June 2013
Report Title: Update on Goat Lees Parking Scheme
Report Author: Ray Wilkinson, Engineering Services



Summary: This report details the results of an informal consultation conducted between 21st February – 15th March 2013 seeking residents' views on parking issues in the area and whether they wished to see a parking scheme introduced to address these issues. Residents were presented with 2 alternative scheme types (Options 1 and 2) for comment.

Key Decision: YES

Affected Wards: Boughton Aluph & Eastwell, Bockhanger and Kennington

Recommendations: **The Board be asked to:-
Consider the responses received to the recent informal consultation and approve a formal consultation on Option 1 (Safety Scheme)**

Financial Implications: Option 1 - funded by ABC from Parking surplus account
Option 2 (over and above cost of Option 1) – funded by KCC Divisional Member (Member Highway Fund) / ABC Ward Member (Ward Member Community Grant Scheme) / Boughton Aluph & Eastwell Parish Council. Funding to include a commuted sum to cover the extra ongoing maintenance costs.

Background Papers: 'Prioritised List of Requested Parking Controls for Investigation and Possible Implementation' report to JTB 13th March 2012, 'Goat Lees Safety Scheme Proposals' report to JTB 11th September 2012, Goat Lees Highway Safety Scheme Update Report' report to JTB 11th December 2012

Contacts: ray.wilkinson@ashford.gov.uk – Tel: (01233) 330299

Report Title: Update on Goat Lees Parking Scheme

Purpose of the Report

1. This report details the results of an informal consultation conducted between 21st February – 15th March 2013 seeking residents' views on parking issues in the area and whether they wished to see a parking scheme introduced to address these issues. Residents were presented with 2 alternative scheme types (Options 1 and 2) for comment.

Issue to be Decided

2. Whether to introduce Option 1 (a highway safety scheme to address unsafe / obstructive parking in those residential roads adjacent to the Eureka Business Park), Option 2 (a parking management scheme to discourage all day parking within a 750 metre radius of the Eureka Business Park) or take no further action.

Background

3. In 2010, following complaints from residents, the Ward Member at time requested the investigation of parking issues stemming from commuter parking overspill from the Eureka Business Park in Aylesbury Road, Dunnock Road, Hurst Road, Muscovy Road, Siskin Close and Snipe Close. A survey was subsequently conducted in February / March 2011 in order to ascertain the frequency of dangerous / obstructive parking and the ratio of resident to non-resident on-street parking.
4. The survey results failed to provide evidence of a significant problem, the total volume of vehicles parked on-street was found to be well within the safe capacity of the roads and only 2 vehicles (over the course of 4 beat surveys) were found to be parked in an unsuitable location. As a result no restrictions were proposed.
5. Following further concerns from residents however, the current (post April 2011 election) Ward Member, with the backing of the Parish Council requested that the issue be re-examined.
6. The Goat Lees Safety Scheme was subsequently added to the Prioritised Scheme List (as Priority No. 6) approved by the Board in March 2012. A report was therefore presented to the Board in September 2012 outlining a proposed highway safety scheme (double yellow lines around junctions, bends and around pinch points) requesting permission to commence formal public consultation.
7. Both the Ward and District Members however requested the scheme be deferred on the grounds that the proposals did not go far enough – specifically

that a parking management rather than a highway safety scheme was necessary. In view of these representations, the Board took the decision to reject the report and request that the scheme formulation process be restarted.

8. At a meeting on 14th November 2012 between Boughton Aluph Parish Council, the Ward Member, Divisional Member, Portfolio Holder for Environment, Deputy Leader and ABC officers, it was agreed that the Divisional Member would look into identifying funding to enable KCC to progress a more extensive scheme.
9. Subsequent to this it was agreed that KCC's term consultant (using Member Highway Funding) would conduct an informal consultation enquiring whether residents consider there to be a parking problem and if so offering them a choice of 2 potential schemes – Option 1 (a highway safety scheme similar to the originally proposed scheme) and Option 2 (a more extensive parking management scheme).

The Proposed Schemes

Option 1 (Highway Safety Scheme)

10. Option 1 consists of double yellow lines around junctions, bends and pinch points in those locations where motorists are likely to be tempted to park in contravention of the Highway Code. These locations include:
 - Those roads closest to Eureka Business Park
 - Roads around the new Goat Lees Primary School
 - Specific locations identified by the bus operator on the 'C Line' route as obstruction hotspots
 - Those roads where overspill parking from The Towers School takes place
11. This scheme is not intended to prevent a particular user group from parking, but simply to prevent parking in locations where it may cause a danger or obstruction. As such this represents the least onerous of the two options.

Option 2 (Parking Management Scheme)

12. Option 2 consists of a combination of double yellow lines in all locations unsuitable for parking (around junctions, bends etc) and single yellow lines (subject to a 'no waiting' restriction between 10-11am & 2pm-3pm Mon-Fri) elsewhere. The extent of the scheme (based on 750 metres walking distance from Eureka Business Park) is considerably greater than Option 1 because the extent of vehicle displacement will be greater (the restrictions are more onerous) necessitating a more extensive scheme to avoid simply moving the issue to outlying streets. The extent of the double yellow lines within the scheme area is also greater than in Option 1 because all locations are subject to some form of restriction – single yellow lines cannot be used in locations where the Highway Code states parking should not take place and must therefore be subject to double yellow lines.

13. This scheme is intended to discourage all day on-street parking in addition to preventing parking in those locations where it would cause a danger or obstruction.

The Consultation

14. The consultation was conducted between 21st February – 15th March 2013. A total of 877 residential properties and approximately 10 businesses were consulted along with 10 statutory consultees.
15. Letters to residents and businesses were hand delivered while those to statutory consultees were sent by post. The letter (see Appendix 1) asked the recipient whether they felt overspill parking from the Eureka Business Park to be a problem in the area and if so whether they would support the introduction of either Option 1 or Option 2 schemes.
16. In addition to the official consultation it is understood that the Ward Member and Parish Council arranged a series of public meeting to discuss the issue with residents.

The Area

17. The area covered by the consultation contains a range of different development styles and ages. Those properties to the north-west of Trinity Road (particularly those roads closest to the Eureka Business Park) generally consist of family homes with generous within curtilage parking provision. Properties to the south-east of Trinity Road however generally possess less dedicated parking, with many properties relying on a combination of parking in remote garage / parking courts and shared on-street provision. As such there is considerable variance road by road in the dependence the residents have on the availability of on-street parking both for their own use and that of their visitors.
18. This issue is most graphically exemplified in those roads with shared squares. In these locations it has been necessary within Option 2 to formalise parking with the marking of individual parking bays on the highway. The formalised layout varies from current informal arrangements, allowing the accommodation of fewer vehicles because of the need to meet with standard parking requirements.
19. Not only does on-street demand from residents vary across the consultation area, but so too does demand from other user groups. The most obvious of these is the on-street demand at the beginning and end of the school day which is anticipated with the opening of the Goat Lees Primary School accessed off Hurst Road and with pedestrian access from Angus Drive, Alderney Way and Rothbrook Drive.
20. Another source of parking demand within the area is the Towers School & Sixth Form located on Faversham Road. Some overspill parking consisting of both school drop off / pick up and all day parking takes place in those roads at the north-eastern extremity of the consultation area (Freathy Lane, Jersey Close and Friesian Way).

Results

Response Rate

21. A total of 176 responses were received to the consultation from the 887 residents and businesses consulted representing a response rate of 20%. Given the nature of the issue and proposals this rate is surprisingly low.
22. The rate of response varied considerably over the area consulted from as high as 59% (Dunnock Road – 24 responses from 41 properties) to as low as 3 % (Bloomsbury Way – 1 response from 38 properties, Portland Close – 1 response from 35 properties & Rothbrook Drive – 1 response from 31 properties). The highest response rates (6 of the 7 roads with over 30%) can be found in those roads closest to the Eureka Business Park in which the original investigation in 2011 took place (Aylesbury Road, Dunnock Road, Hurst Road, Muscovy Road, Siskin Close and Snipe Close) which have an average response rate of 42% (89 responses from 213 properties).
23. This differential in the rate of response by road is liable to reflect the variance in strength of feeling over the issue of overspill commuter parking. Unfortunately this does create a somewhat unbalanced picture when looking at consultation totals across all roads – particularly given that various other factors

Is there a Parking Problem?

24. In respect to the tick box question posed on whether overspill parking from the Eureka Business Park caused a problem in the Goat Lees area, the responses received were overwhelmingly positive with a total of 152 of 174 (87%) respondees agreeing that there was a problem. It must be borne in mind however that there is likely to be a considerably higher response rate among those households who consider there to be a problem than those who do not simply because people are more likely to take the time to respond on an issue on which they feel strongly – those ticking 'yes' represent only 17% of all those consulted.
25. Another point to bear in mind when considering the responses received to this question is that the question asked whether the recipient considered there to be a problem in Goat Lees, not in their specific road or locale.

Option Preferences

26. The letter provided a tick box for recipients to indicate their support for Option 1 or Option 2, however it has been necessary to interpret these with reference to the comments received because many respondees stated that their support for one or other option was subject to stipulated amendments. For the purposes of collation the responses for both Option 1 and Option 2 have therefore been divided into 'as proposed', 'with location specific amendment' and 'with major amendment' with the addition of 'neither option necessary',

'unclear if any restrictions wanted' and 'alternative scheme wanted' categories.

27. A total of 54 (31% of respondees / 6% of those consulted) recipients indicated that they supported Option 1 as proposed while 75 (42% of respondees / 8% of those consulted) registered their support for Option 2 as proposed (full details can be found in Appendix 2). Once again however, individuals supporting neither option are liable to be under represented in the results because those not concerned with overspill parking are less likely to complete and return the reply slip provided.
28. There is considerable variation in the level of support for the 2 options when examined at a road by road level. Of the 22 roads consulted a total of 10 registered a preference for Option 1 (as proposed), 7 for Option 2 (as proposed), 2 for Option 2 with major amendment (most frequently involving the replacement of a single yellow line restriction with residents only parking), 1 for Option 2 with location specific amendment, 1 for an alternative scheme, 1 for neither scheme and 1 tied between Option 1 and 2 as proposed.
29. The results also indicated strong grouping of support by location. Support for Option 2 (as proposed) in particular was centred around the 5 roads closest to the Eureka Business Park north-west of Trinity Road (i.e. Aylesbury Road, Dunnock Road, Muscovy Road, Siskin Close and Snipe Close). These roads make up 5 of the 7 with majority support for this option and represent a total of 48 of the 75 responses supporting the introduction of Option 2 as proposed across the whole consultation area.

Comments Received

30. A wide variety of comments were received during the consultation, details of which can be found in Appendix 3. Below is a list of those most commonly received comments, which again vary considerably on a road by road basis (see Appendix 3 for full details):
 - (22 No.) 'There is a problem with dangerous / obstructive parking in my road / area'
 - (20 No.) 'Option 2 would have a negative impact on residents' parking amenity'
 - (19 No.) 'Location specific request / comment (see Appendix 4 for details)'
 - (15 No.) 'Sufficient parking should have been provided at the business park'
 - (14 No.) 'Scheme has been long awaited / the problem has been present for some years'
 - (13 No.) 'There is no problem with commuter parking in my road / area'
 - (11 No.) 'Want residents' permit bays instead of yellow lines'
 - (9 No.) 'The problem should be addressed directly with the business park'
 - (7 No.) 'Concerned opening of the Goat Lees Primary School will create / exacerbate parking issues'
 - (6 No.) 'Option 2 would displace vehicles into my road / area'
 - (5 No.) 'I would object to any restrictions in my road / area'

Response from Kent Police

31. A response from Kent Police was received to the consultation in which they stated;

“Option 1. Safety Scheme

Kent Police would support this option and in general terms we expect the following;

- The application meets the necessary criteria
- The introduction of prohibition of waiting complies in all respect with TSRGD 2002
- If being used for corner protection the prohibition of waiting restriction is for a 24 hour period and extends for a distance of at least 10 metres from any junction. Thus preventing vehicles mistakenly parking during the hours of darkness and contravening provisions of the Roads Vehicles Lighting Regulations 1994
- The introduction of such measures will not leave the Police with the task of carrying out constant enforcement issues such as obstruction by transferring the problem to other areas
- The safety of other road users is not compromised by the introduction of these measures

Civil Parking Enforcement will require your Authority to ensure resources are available to enforce this proposal

Option 2. Parking Management Scheme

Kent Police would not support this option as this would place unnecessary restrictions on parking for residents as well as visitors to the area.

Response from Kent Fire & Rescue

32. Kent Fire & Rescue made the following comment on the consultation;

“Notwithstanding and recognising the future development of the area, a well managed Option 1 would be our preferred options as this time.”

Conclusion

33. The results of the consultation are complex and indicate a wide range of views and parking needs among residents. Unfortunately a certain level of confusion over parking and waiting restrictions and how they apply creates further difficulty when interpreting the results into a meaningful format.
34. While there is relatively strong support among Aylesbury Road, Dunnock Road, Muscovy Road, Siskin Close and Snipe Close residents for a parking management scheme this trend is not borne out in those roads further afield from Eureka Business Park where residents’ parking amenity is generally considerably lower and the negative impacts associated with a parking management scheme are therefore likely to be felt more keenly.
35. The displacement of vehicles resulting from the introduction of a parking management scheme means that the introduction of a smaller scale scheme

(i.e. in those roads supporting its introduction) would simply not be feasible. All long stay on-street parking would be displaced into those roads on the periphery of the scheme where residents' demand for on-street parking is generally greater and the displaced vehicles are therefore likely to cause a more significant issue than in their current location.

36. It is therefore the recommendation of this report that Option 1 be taken forward to formal consultation. This scheme will address dangerous and obstructive parking in those roads closest to Eureka Business Park (while also addressing similar bus route and school parking issues elsewhere) without wholesale removal of all day on-street parking facilities. In addition the introduction of a less onerous scheme leaves the option to introduce more restrictions at a later date should they prove necessary.

Portfolio Holder's Views

37. To be provided at the meeting.

Contact: Ray Wilkinson, Engineering Services Manager

Email: ray.wilkinson@ashford.gov.uk

Kent County Council has been made aware of a reported parking problem in residential streets in the Goat Lees area of Ashford. The reports are that staff from the Eureka Business Park regularly use surrounding streets to park during the working week resulting in parking congestion and unsafe parking practices. Boughton Aluph Parish Council, supported by the local borough councillor, wishes to promote a scheme to introduce area-wide parking restrictions to address this issue. This informal consultation, funded by KCC, is intended to seek residents' views on whether you consider this to be a problem and, if so, which measure(s) you would support being implemented to address it.

The options

If you consider parking to be a problem in this area, there are 2 solutions which are being offered to residents, the details of which are shown on the enclosed plans. Both options have different implications for residents.

Option 1. Safety Scheme

This scheme would consist of a small amount of double yellow line restrictions in those locations where parking would cause a danger or obstruction to other road users – e.g. around junctions, on bends etc. The scheme would extend only to those roads where parking by business park staff is known to take place at the current time, where parent parking is anticipated around the new Goat Lees Primary School, and where the bus operator has identified a specific obstruction issue caused by parked vehicles. This scheme is intended as a 'light touch' approach, and restrictions are therefore only proposed in those locations where the Highway Code dictates that parking should not take place but where there is considered to be significant risk of motorists parking. The double yellow lines therefore act as a visual reminder to motorists and enable Ashford Borough Council's Civil Enforcement Officers to enforce the restrictions should it be necessary. This scheme leaves all other kerb space unrestricted, allowing for a maximum of parking flexibility.

Option 2. Parking Management Scheme

This scheme would extend over all roads generally within 750 metres walking distance of the Eureka Business Park. It would consist of double yellow line restrictions in all locations unsuitable for parking (around junctions, bends etc.) and a single yellow line restriction operational from 10am to 11am and 2pm to 3pm Monday to Friday elsewhere. This scheme is intended not only to address parking in locations where to do so would cause a danger or obstruction to other road users but also to discourage commuter / long stay parking in those locations which are suitable for parking. 750 metres is considered a far enough walking distance to discourage displacement of parked vehicles beyond the limits of the restrictions.

Tear-off return form on other side
Continued overleaf

Types of parking restriction explained

Double yellow lines

Double yellow line restrictions mean you cannot park at any time of day. There are however some exemptions to the restriction, these include stopping to load and unload goods and to drop off and pick up passengers. In addition blue badge holders may park for up to 3 hours on a double yellow line where necessary when displaying their blue badge and parking disc.

Single yellow lines

Single yellow line restrictions are similar to double yellow lines but only apply at certain times or on certain days of the week. The times / days at which the restriction applies will be displayed on a sign plate nearby. The single yellow lines discussed in the above proposed options would operate from 10am to 11am and 2pm to 3pm Monday to Friday. This means that no one (neither residents or commuters) can park on the single yellow lines during these times unless they meet with one of the exemptions (e.g. they are actively loading or unloading the vehicle, are picking up passengers or are parked for less than 3 hours and are displaying a blue badge and parking disc).

The consultation process

You are invited to register your opinion by filling out the questionnaire below and posting or e-mailing it back to us.

Please note that direct, individual responses will not be sent out in response to each questionnaire. At the end of the consultation all responses received will be collated and the results analysed. A report on the feedback will then be compiled and the scheme which has the support of local residents, will be taken forward to formal public consultation. If this consultation proves to be inconclusive, the results will be reported to the Ashford Joint Transportation Board for a decision on which option shall be proceeded with.

More information

For a more detailed view of the consultation drawings, to see how the different options affect you, please go to www.kent.gov.uk/roads_and_transport/highway_improvements/consultations/current_consultations or the Boughton Aluph Parish Council (P.C.) website. The P.C. will also hold a number of local public briefings at which full size drawings will be available to view but will not form part of the consultation process. The P.C. is notifying residents separately to give you details of the meetings.

Consultation Questionnaire

Please let us know your thoughts on parking in Goat Lees by filling in the form and either posting it back to us or using the email address below. **Please note returns with no address will not be counted**

.....✂.....

Do you consider parking by staff from Eureka Business Park in residential streets in Goat Lees to be a problem? [please tick YES or NO]

<input type="checkbox"/>	Yes	Any comments
<input type="checkbox"/>	No	

If Yes, which of the following would you support?

tick	Option 1 (safety scheme)
	Option 2 (parking management)

Name:

Address:

.....

.....

Returns of Consultation Questionnaire

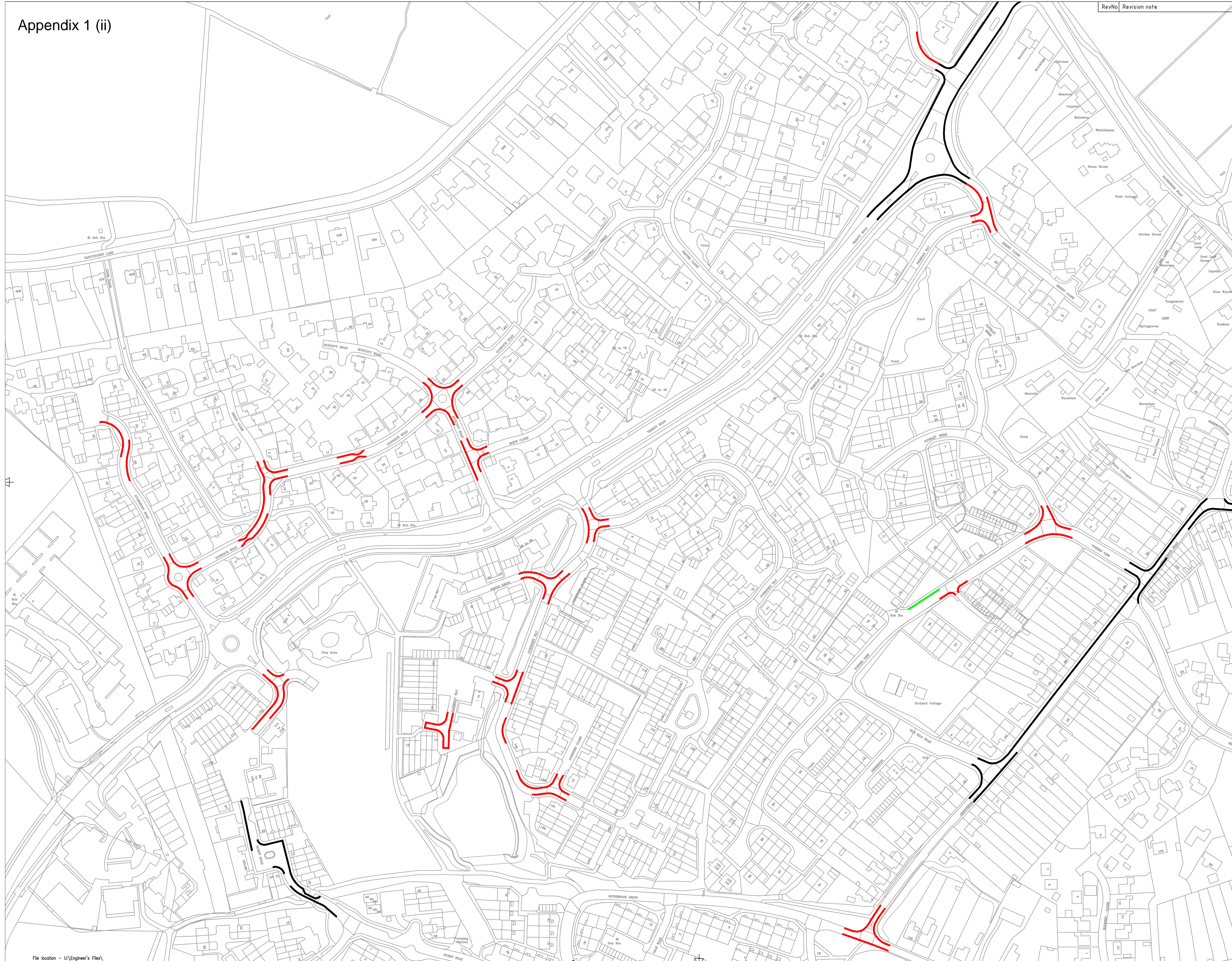
Please return this form by one of the following methods:

By Post: Send to Katie Clarke, KCC Highways, Miller House, Lower Stone Street, Maidstone. ME15 6GB.

By Email: Email your responses to MHF@kent.gov.uk Please put **"GOAT LEES PARKING CONSULTATION"** in the subject box **and include your address. If possible please scan your completed form and attach to the e-mail.**

The deadline for responses is **Friday 15 March 2013.**

Our project reference: MHF-12-AS-56



NOTES
 POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

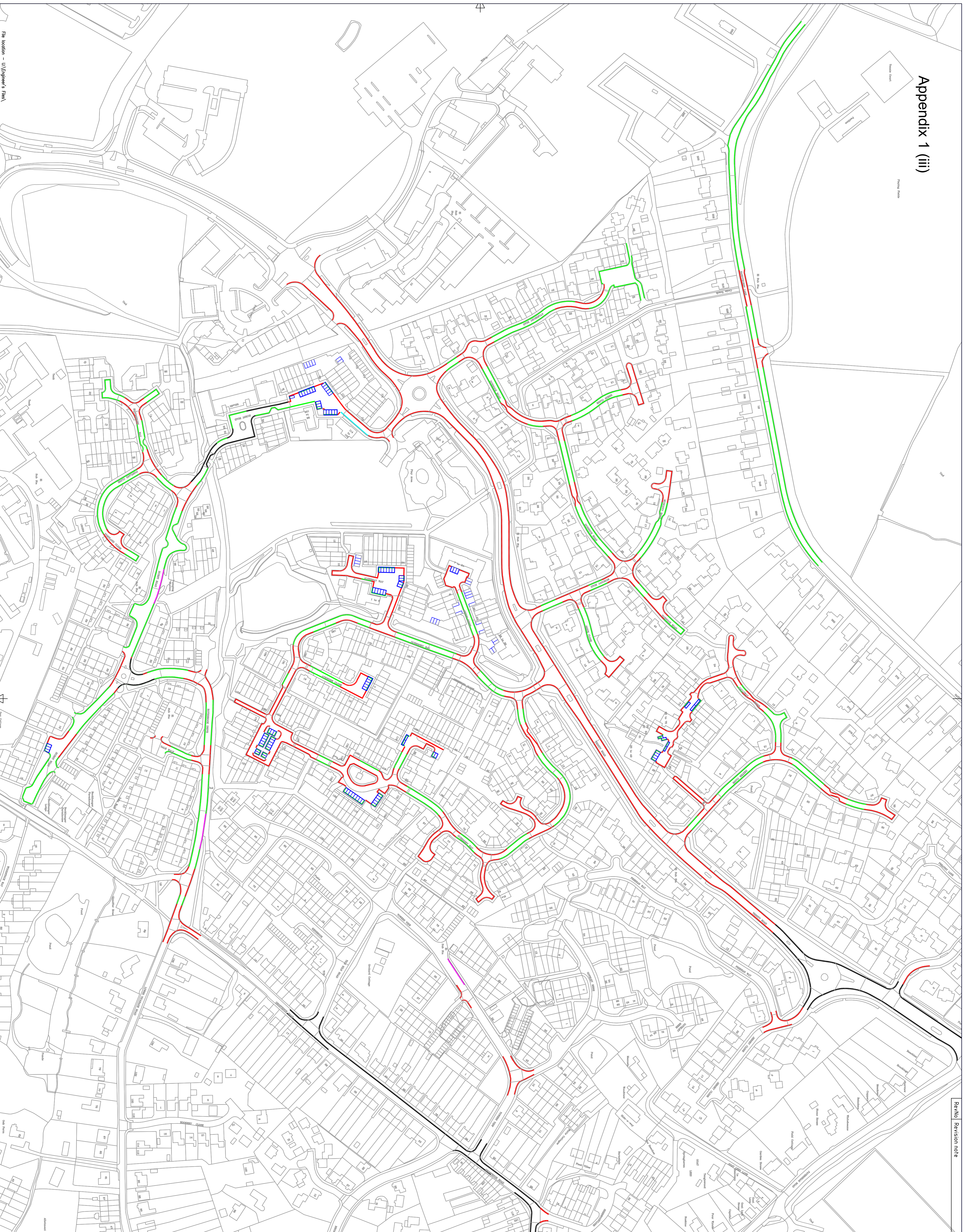
PROPOSED NO WAITING AT ANY TIME	
EXISTING NO WAITING AT ANY TIME	
EXISTING BUS STOP CLEARWAY	

ASHFORD BOROUGH COUNCIL
 HEAD OF ENVIRONMENTAL SERVICES
 Civic Centre, Tannery Lane, Ashford, Kent, TN23 1PL
 tel: 01233 331111 fax: 01233 645654

PROJECT	
GOAT LEES, ASHFORD HIGHWAY SAFETY SCHEME	
DRG/TITLE	
EXTENT OF PROPOSED RESTRICTIONS	
SCALE(S)	PAPER SIZE
1/1250	A1
DRAWN	DATE
RJW	AUG 2012
DRG No.	REV.
GOAT LEES 00	-

Appendix 1 (iii)

Revised Plan



Rev/No

Revision note

Date

Signature/Checked

NOTES
POSITION OF RESTRICTIONS ARE SHOWN INDICATIVELY. THE EXACT EXTENT OF THE PROPOSED RESTRICTIONS IS DESCRIBED IN THE ACCOMPANYING TRAFFIC ORDER.

KEY

PROPOSED NO WAITING AT ANY TIME

PROPOSED NO WAITING BETWEEN SPECIFIED HOURS

EXISTING NO WAITING AT ANY TIME

PROPOSED BUS STOP CLEARWAY

EXISTING BUS STOP CLEARWAY

ASHFORD
BOROUGH COUNCIL
HEAD OF ENVIRONMENTAL SERVICES
Civic Centre, Tanners Lane, Ashford, Kent, TN23 1PL
Tel: 0233 331111 Fax: 0233 645554

PROJECT
GOAT LEES, ASHFORD
PARKING SCHEME

DIRECTION
EXTENT OF PROPOSED RESTRICTIONS
OPTION 2

SCALE 1:1500
DRAWN BY: R. J. W. J. W.
DATE: FEB 2013
DRAWN BY: R. J. W. J. W.

Scheme Option Preferences

Appendix 2

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Alderney Way	No.	2	3	30	5	0	0	0	0	4	0	0	1	0	0
	% of respondees	40%	60%	N/A	N/A	0%	0%	0%	0%	80%	0%	0%	20%	0%	0%
	% of consultees	7%	10%	N/A	17%	0%	0%	0%	0%	13%	0%	0%	3%	0%	0%
Angus Drive	No.	2	1	36	3	0	0	0	0	0	0	0	2	1	0
	% of respondees	67%	33%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%
	% of consultees	6%	3%	N/A	8%	0%	0%	0%	0%	0%	0%	0%	6%	1%	0%
Aylesbury Road	No.	25	1	60	26	1	0	0	0	4	0	0	19	1	1
	% of respondees	96%	4%	N/A	N/A	4%	0%	0%	0%	15%	0%	0%	73%	4%	4%
	% of consultees	42%	2%	N/A	43%	2%	0%	0%	0%	7%	0%	0%	32%	2%	2%
Ayrshire Close	No.	4	1	19	5	1	0	0	0	1	0	0	1	0	2
	% of respondees	80%	20%	N/A	N/A	20%	0%	0%	0%	20%	0%	0%	20%	0%	40%
	% of consultees	21%	5%	N/A	26%	5%	0%	0%	0%	5%	0%	0%	5%	0%	11%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Bloomsbury Way	No.	1	0	38	1	0	0	0	0	0	0	0	0	1	0
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%
	% of consultees	3%	0%	N/A	3%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%
Bockhanger Lane	No.	1	3	15	4	0	0	0	0	3	0	0	1	0	0
	% of respondees	25%	75%	N/A	N/A	0%	0%	0%	0%	75%	0%	0%	25%	0%	0%
	% of consultees	7%	20%	N/A	27%	0%	0%	0%	0%	20%	0%	0%	7%	0%	0%
Dale Walk	No.	1	1	21	2	0	0	0	0	1	0	0	1	0	0
	% of respondees	50%	50%	N/A	N/A	0%	0%	0%	0%	50%	0%	0%	50%	0%	0%
	% of consultees	5%	5%	N/A	10%	0%	0%	0%	0%	5%	0%	0%	5%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Dexter Close	No.	6	0	33	6	0	0	0	0	1	0	0	1	1	3
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	17%	0%	0%	17%	17%	50%
	% of consultees	18%	0%	N/A	18%	0%	0%	0%	0%	3%	0%	0%	3%	3%	9%
Dunnock Road	No.	22	2	41	24	1	0	1	0	3	2	0	15	2	0
	% of respondees	92%	8%	N/A	N/A	4%	0%	4%	0%	12%	8%	0%	62%	8%	0%
	% of consultees	54%	5%	N/A	59%	2%	0%	2%	0%	7%	5%	0%	37%	5%	0%
Eureka Park	No.	1	1	10	2	0	0	0	0	2	0	0	0	0	0
	% of respondees	50%	50%	N/A	N/A	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
	% of consultees	10%	10%	N/A	?	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%
Freatly Lane	No.	6	0	53	6	0	0	0	0	4	0	0	2	0	0
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	67%	0%	0%	33%	0%	0%
	% of consultees	11%	0%	N/A	11%	0%	0%	0%	0%	8%	0%	0%	4%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Friesian Way	No.	3	1	36	4	0	0	1	0	2	0	0	1	0	0
	% of respondees	75%	25%	N/A	N/A	0%	0%	25%	0%	50%	0%	0%	25%	0%	0%
	% of consultees	8%	3%	N/A	11%	0%	0%	3%	0%	6%	0%	0%	3%	0%	0%
Galloway Drive	No.	13	1	63	14	1	0	0	2	4	1	1	2	1	2
	% of respondees	93%	7%	N/A	N/A	7%	0%	0%	14%	29%	7%	7%	14%	7%	14%
	% of consultees	21%	2%	N/A	22%	2%	0%	0%	3%	6%	2%	2%	3%	2%	3%
Guernsey Way	No.	14	2	191	16	2	0	0	0	7	1	0	6	0	0
	% of respondees	88%	12%	N/A	N/A	13%	0%	0%	0%	44%	6%	0%	38%	0%	0%
	% of consultees	7%	1%	N/A	8%	1%	0%	0%	0%	4%	1%	0%	3%	0%	0%
Hereford Close	No.	0	2	13	2	1	0	1	0	0	0	0	0	0	0
	% of respondees	0%	100%	N/A	N/A	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%
	% of consultees	0%	15%	N/A	15%	8%	0%	8%	0%	0%	0%	0%	0%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Hurst Road	No.	13	3	44	16	0	0	0	0	9	0	1	5	0	1
	% of respondees	81%	19%	N/A	N/A	0%	0%	0%	0%	56%	0%	6%	31%	0%	6%
	% of consultees	30%	7%	N/A	36%	0%	0%	0%	0%	20%	0%	2%	11%	0%	2%
Jersey Close	No.	6	0	21	7	0	0	0	1	6	0	0	0	0	0
	% of respondees	86%	0%	N/A	N/A	0%	0%	0%	14%	86%	0%	0%	0%	0%	0%
	% of consultees	29%	0%	N/A	33%	0%	0%	0%	5%	29%	0%	0%	0%	0%	0%
Muscovy Road	No.	9	0	28	9	0	0	0	0	0	0	0	7	1	1
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	78%	11%	11%
	% of consultees	32%	0%	N/A	32%	0%	0%	0%	0%	0%	0%	0%	25%	4%	4%
Portland Close	No.	1	0	35	1	0	0	0	0	0	0	0	1	0	0
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%
	% of consultees	3%	0%	N/A	3%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%

Road		Is there a parking problem?		Scheme Option Preference											
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment
Rothbrook Drive	No.	1	0	31	1	0	1	0	0	0	0	0	0	0	0
	% of respondees	100%	0%	N/A	N/A	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%
	% of consultees	3%	0%	N/A	3%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Sandyhurst Lane	No.	5	0	29	5	0	0	0	0	2	0	0	1	1	1
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	40%	0%	0%	20%	20%	20%
	% of consultees	17%	0%	N/A	17%	0%	0%	0%	0%	7%	0%	0%	3%	3%	3%
Siskin Close	No.	10	0	27	10	0	0	0	0	0	2	1	4	1	2
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	20%	10%	40%	10%	20%
	% of consultees	37%	0%	N/A	37%	0%	0%	0%	0%	0%	7%	4%	15%	4%	7%
Snipe Close	No.	4	0	13	4	0	0	0	0	0	0	0	3	0	1
	% of respondees	100%	0%	N/A	N/A	0%	0%	0%	0%	0%	0%	0%	75%	0%	25%
	% of consultees	31%	0%	N/A	31%	0%	0%	0%	0%	0%	0%	0%	23%	0%	8%

Road		Is there a parking problem?		Scheme Option Preference												
		Yes	No	Total Consultees	Total Responses	Neither option necessary	Unclear if any restrictions wanted	Want alternative scheme	Problem should be solved without introduction of restrictions	Support Option 1 as proposed	Support Option 1 with location specific amendment	Support Option 1 with major amendment	Support Option 2 as proposed	Support Option 2 with location specific amendment	Support Option 2 with major amendment	
n/a / unknown	No.	2	0	N/A	3	0	0	0	0	0	1	0	0	2	0	0
	% of respondees	67%	0%	N/A	N/A	0%	0%	0%	0%	0%	33%	0%	0%	67%	0%	0%
	% of consultees	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	No.	152	22	887	176	7	1	3	3	54	6	3	75	10	14	
	% of respondees	87%	13%	N/A	N/A	4%	1%	2%	2%	31%	3%	2%	42%	6%	8%	
	% of consultees	17%	2%	N/A	20%	1%	0%	0%	0%	6%	1%	0%	8%	1%	2%	

Key:

Neither option necessary – Neither option ticked. Either ‘no problem’ ticked or comments indicate do not believe any restrictions to be necessary (in one instance Option 2 was ticked but comments indicated that respondent would prefer no restrictions so included in count)

Unclear if any restrictions wanted – No option ticked. Comments are unclear whether would like any restrictions or not.

Want alternative scheme – Neither option ticked but comments indicate would like an alternative scheme introduced (e.g. residents only / residents permit scheme)

Problem should be solved without introduction of restrictions – Neither option ticked. Comments indicate that respondent believes there is a problem but that this should be tackled without the introduction of restrictions (e.g. provision of more parking at the Eureka Site / improved public transport links)

Support Option 1 as proposed – Ticked Option 1. Comments do not specifically state that support is subject to amendment

Support Option 1 with location specific amendment – Ticked Option 1 but comments request amendment of proposed scheme at a specific location (e.g. extension / reduction in length of double yellow line, introduction of new section of double yellow line)
(in one instance no option was ticked but comments stated supported Option 1 with a location specific amendment so included in count)

Support Option 1 with major amendment – Ticked Option 1 but comments request either changes to the type of restriction proposed or changes in lengths of restriction at multiple locations (e.g. addition of ‘residents only’ restrictions)

Support Option 2 as proposed – Ticked Option 2. Comments do not specifically state that support is subject to amendment

Support Option 2 with location specific amendment – Ticked Option 2 but comments request amendment of proposed scheme at a specific location (e.g. change of section of double yellow line to single yellow line)

Support Option 2 with major amendment - Ticked Option 2 but comments request either changes to the type of restriction proposed or changes in lengths of restriction at multiple locations (e.g. addition of ‘residents only’ restrictions)

Comments Received

Appendix 3

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Drive	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Scheme has been long awaited / problem has been present for some years	0	0	1	2	0	0	0	3	0	0	0	0	2	0	0	1	0	1	0	0	1	2	1	0	14
Option 1 is not a solution, it is just enforcing the Highway Code	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Option 1 will displace vehicles into nearby roads / locations	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3
Option 1 will be ignored by motorists – not enough CEOs to enforce it	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Under Option 2 double yellow lines should be extended further around junctions	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Option 2 should be extended further	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Option 2 needs to address unsuitable parking by residents as well	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Want Option 2 but with fewer double yellow lines	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Option 2 would have a negative impact on residents' parking amenity	2	0	0	1	0	0	0	1	3	0	0	0	5	2	1	3	1	0	0	0	0	1	0	0	20
Option 2 is unfair to residents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Option 2 will cause more nuisance / dangerous parking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
There's no justification for Option 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Option 2 would have a detrimental effect on house prices	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Option 2 would displace vehicles into my road/area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	6
If Option 2 is chosen would like it extended to include my road/area	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
Want residents' permit bays instead of yellow lines	0	0	0	1	0	0	0	2	0	0	0	1	0	0	1	2	0	2	0	0	1	1	0	0	11
Want residents' parking without marked bays	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total	
Want permit system combined with double yellow lines as per Option 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Want parking ban on commercial vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Would object to the introduction of any restrictions in my road/ area	0	0	0	1	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	5
Agree safety restrictions are required	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
My concern is unsafe parking	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
The problem should be addressed directly with the Business Park	1	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	9
Charges for parking on the Business Park should be dropped	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
The Business Park should be forced to provide more parking and remove yellow lines on the estate roads before being allowed to build any more units	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total	
Sufficient parking should have been provided at the Business Park	0	0	3	0	0	0	0	1	4	0	0	0	1	0	0	3	1	1	0	0	0	0	0	0	1	15
The Business Park has ignored the problem, hopefully this will force them into action and the scheme can then be relaxed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Commuters / businesses should be supported & viable parking / transport options provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Business Park expansion will exacerbate the situation	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Commuters leave their litter	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Regular enforcement patrols will have to be carried out to ensure adherence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Want an allocated space outside my house	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Restrictions should be included in all block paved areas	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Lane	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Concerned opening of the school may create / exacerbate parking issues	1	1	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	7
Hope sufficient parking is to be provided for Goat Lees Primary School	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
School traffic causes dangerous / obstructive parking in my road / area	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Don't want other people parking outside my home	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Parking outside my house creates inauspicious feng shui and is therefore discriminatory and detrimental to my quality of life	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Want double yellow lines outside my house	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Don't want double yellow lines outside my house	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3
Want the whole road restricted with double yellow lines	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Alderney Way	Angus Drive	Aylesbury Road	Ayrshire Close	Bloomsbury Way	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freathy Lane	Friesian Way	Galloway Dr	Guernsey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Parking interferes with road sweeping / drain clearance	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Have difficulty parking outside our house due to commuter parking	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Commuters make it difficult / impossible to get on and off driveways	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
Commuters have no consideration for residents / other road users	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
There is a problem with dangerous / obstructive parking in my road / area	0	0	6	0	0	0	1	0	8	0	1	0	1	3	0	0	0	0	0	0	0	1	1	0	22
While appreciate the need to support local business, parking is inconsiderate and dangerous	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Commuters park in my road	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
Commuter parking is a problem	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3
There are lots of young children in the street and cars looking for a space pose a danger	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Comment	Aldernay Way	Angus Drive	Aylesbury Road	Ayreshire Close	Bloomsbury Way	Bockhanger Lane	Dale Walk	Dexter Close	Dunnoch Road	Eureka Park	Freatthy Lane	Friesian Way	Galloway Dr	Guersey Way	Hereford Close	Hurst Road	Jersey Close	Muscovy Road	Portland Close	Rothbrook Drive	Sandyhurst Lane	Siskin Close	Snipe Close	n/a / unknown	Total
Parked cars are not causing a problem	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Issue with trade vehicles causing an obstruction	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
There is no problem with commuter parking in my road / area	2	0	0	3	0	2	0	0	1	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	13
No parking problem currently but concerned one will develop as office worker numbers increase	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Parking problems are only occasional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2
Inconsiderate parking by residents is a problem	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
Location specific request / comment	0	0	0	0	0	0	0	3	3	0	0	0	4	0	0	3	0	1	0	0	0	1	0	0	15*
Appreciate may be need for restrictions close to business park but don't want them as far as my road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Want 20mph speed restriction	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

* plus 2 comments relating to Eureka Place & 2 comments relating to Trinity Road

Location Specific Comments

Appendix 4

Road	Com ment No.	Comment Received	Officer Comment
Dexter Close	1	<p>The double yellow lines in Dexter Close at its junction with Trinity Road should be extended beyond the speed hump since the roads leading to houses 2 - 10 and houses 1 to 5 require unobstructed passage.</p> <p>The use of double yellow lines at the ends of Siskin, Muscovy, Snipe, and Dexter will create considerable problems for residents as it compresses vehicles into a smaller space for parking - where are they meant to go? There can be no justification to place double yellow lines at these places and they should be replaced with single yellow lines.</p>	<p>The stub arm serving Nos. 1,3 & 5, is protected with 10 metre junction protection ensuring access is not obstructed. Similarly the location of the shared driveway opposite (serving Nos. 2-10 evens) means that it is similarly protected by this junction protection.</p> <p>In view of the parking pressure from residents and their visitors in nearby Galloway Drive where properties generally have considerably less off-street parking provision, it is important to maintain as much suitable on-street parking as possible.</p> <p>Single yellow lines cannot be used in these turning heads because to do so would effectively condone parking in these locations outside the hours of operation. It is necessary to protect the turning heads in order to ensure that large vehicles are able to turn. Although such vehicles can be expected to reverse for short distances, the Kent Design Guide recommends a maximum distance of 60 metres.</p>
	2	<p>Additionally parking between 1 and 2 Dexter Close is dangerous for cars both leaving and entering Dexter Close.</p>	<p>The junction protection provided consists of 15 metres around the junction with Trinity Road (a major junction) and 10 metres around the junction of the stub arm (a minor junction) in line with the requirements of the Highway Code (which stipulates a minimum of 10 metres). These dimensions for major and minor junction protection have been adopted throughout the scheme and represent commonly used standards across the Borough.</p> <p>Given the relatively wide road width (which exceeds the</p>

			<p>standard requirement for parking on one side) and the straight nature of this section of the road, double yellow lines are considered to be unnecessarily onerous. Although double yellow lines could have been used to dictate on which side of the carriageway parking takes place, it was considered preferable to maintain the flexibility of allowing motorists to choose on which side to park.</p>
3		<p>Having studied the maps and looked at where the double yellow lines finish and the single yellow lines start on and after junctions, I am concerned that the double yellow lines do not extend far enough beyond a junction, I refer in particular to the location of my own property in Dexter Close (properties included in mini close 2, 4, 6, 8 & 10). Double yellow lines are suggested on the junction as you turn into Dexter Close but then quickly become single yellow lines, that is fine for roads that do not have driveways or mini closes off them virtually immediately as soon as you turn into the road, this is the case for my property. My concern is that I do not think that the double yellow lines extend far enough beyond the junction or down the road and I feel that if the single lines are implemented where currently suggested then the residents of the mini close I live in will not be able to turn out of our drive onto Dexter Close in a conventional way as there will be cars potentially parked either side of the road obstructing the end of the driveway. Neither will cars be able to drive in or out of the road and certainly emergency vehicles will not be able to get into the road either. Also I feel this will make it very difficult to see cars turning into Dexter Close off Trinity Road with cars parked either side of the road therefore making it very unsafe. This may mean that the junction is deemed safe but it could potentially cause an issue with safety in Dexter Close, I am sure there are many, many more examples of the type of housing/mini close set up around the area that will have the same potential issue. In conclusion, I feel that the positioning and continuation of</p>	<p>The junction protection provided consists of 15 metres around the junction with Trinity Road (a major junction) and 10 metres around the junction of the stub arm (a minor junction) in line with the requirements of the Highway Code (which stipulates a minimum of 10 metres). These dimensions for major and minor junction protection have been adopted throughout the scheme and represent commonly used standards across the Borough.</p> <p>In respect to accessing the stub arm (serving Nos. 1, 3 & 5), as mentioned this is protected with 10 metre junction protection ensuring access is not obstructed. Similarly the location of the shared driveway opposite means that it is similarly protected by this junction protection.</p> <p>Given the relatively wide road width (which exceeds the standard requirement for parking on one side) and the straight nature of this section of the road, double yellow lines are considered to be unnecessarily onerous. Although double yellow lines could have been used to dictate on which side of the carriageway parking takes place, it was considered preferable to maintain the flexibility of allowing motorists to choose on which side to park.</p>

		the double yellow lines needs to be looked at as I do believe that if these are not extended to reflect the situation that applies to houses off the main road for example in Dexter Close then there could be issues with motorist and pedestrian safety.	
Dunnock Road	1	<p>I have a technical question no-one seems able to answer because drawings seen so far are not detailed enough. We have a road safety "pinch point" outside our home at 2 Dunnock Road which the proposed schemes rightly indicate will be covered by double yellow. A critical question is how far that double yellow extends back towards the drive and dropped kerb of number 1 Dunnock Road on the north side of the road?</p> <p>All residents of numbers 2,4 and 1 would be happy and indeed relieved - I have checked with them all - to see the double yellow fully extended to the edge of the drive of number 1 so that:-</p> <p>A. A safe passing place would be provided for cars negotiating the pinch point.</p> <p>B. The extended double yellow would prevent a parked vehicle constantly overhanging either the "pinch point" double yellow or the dropped kerb of number 1's drive. As I type this a business park vehicle is parked in this space and considerably overhanging a white mark daubed on the pavement that is possibly something to do with the possible limit of the double yellow?</p> <p>C. The extended double yellow would enable both numbers 2 and 4 Dunnock Road cars to get off their respective drives safely. Currently to avoid a parked vehicle I have to either mount the full kerbed pavement or have to negotiate the parked vehicle in totally the opposite direction to that I intend to go and turn round up the road! This is to avoid a normal car, sadly there is sometimes a larger than normal 4x4 or a Jeep, both from the business park and both all day parkers. If there was to be a parking gap left between the pinch point</p>	The legislation governing the use of parking and waiting restrictions contains no provision for the use of double yellow line restrictions to protect private accesses. In addition the proposed double yellow lines around the pinch point allow vehicles to wait on the north-eastern approach to the pinch point negating the need for similar restrictions on the south-western approach.

		<p>double yellow and the drive of number 1 it would be a tight one and lead to constant calls to parking wardens etc because the offending parked vehicle is partly on the proposed double yellow or the dropped kerb of the drive to No 1 or both and is blocking safe exits from the drives of 1,2 and 4 Dunnock.</p> <p>I hope this makes sense. We are really talking about just under five metres of kerb, though technically less as current parked cars squeeze up over the temporary white mark right on top of the pinch point to try and avoid sitting right on top of the drop kerb of number 1's drive and totally blocking the view of vehicles exiting the drive.</p>	
	2	Intolerable. We need double yellow line opposite drives of 2 and 4 Dunnock to stop business park 4x4s blocking our drives. This would stop cars overhanging proposed double yellow lines and dropped kerb drive of number 1 Dunnock	The legislation governing the use of parking and waiting restrictions contains no provision for the use of double yellow line restrictions to protect private accesses.
	3	Because 2 & 4 Dunnock Road are the only houses on this development with a linked garage/drive, it is extremely difficult to exit our drive when a car is parked next to the pinch point on the opposite side of the road. We have to pull off the drive fully before being able to turn. This is very difficult with a car parked on the opposite side of the road next to the pinch point and leaves us vulnerable to damaging other cars. Likewise coming onto the drive in these circumstances is difficult. Therefore the double yellow lines adjacent to the pinch point opposite 2&4 Dunnock Road need to extend fully from the pinch point to the drive of 1.	The legislation governing the use of parking and waiting restrictions contains no provision for the use of double yellow line restrictions to protect private accesses.
Galloway Drive	1	The end of Galloway is a complex of flats and affordable housing and there are insufficient off road spaces so residents are forced to park on the road. The extensive nature of the double yellow lines proposed for Galloway is impractical and should be replaced with single yellow lines.	Unfortunately the relatively narrow road width, combined with turning heads and junctions makes the majority of Galloway Drive unsuitable for parking. The use of single yellow lines in these locations would effectively condone parking outside the hours of operation in contravention of the Highway Code.
	2	Junction of Dexter Close and Galloway Drive is a danger when cars park - you cannot see round bends etc. Please consider double lines or making this a "no waiting at any	Although junction protection was included at this location in the Option 2 scheme which is both more extensive and where due to the nature of the scheme it is necessary to identify all

		time" for safety reasons.	locations unsuitable for parking with the use of double yellow lines, this was considered unnecessary in the Option 1 scheme. The Option 1 scheme is intended to provide a minimalist approach, with double yellow lines proposed only in those locations which are not only unsuitable for parking (as dictated by the Highway Code) but where there is a significant risk of parking regularly taking place.
3	Option 2 comes with a proviso: this is that Galloway Drive is a single yellow lined area and not a double yellow lined as shown on the diagram, also allowing the residents to monitor the parking situation and not the use of enforcement officers as the locals know vehicle ownership and will have a better knowledge of what cars to report that belong to business users of Eureka Park. Allowing car parking in Galloway Drive also will act as a deterrent to speed (like it presently does) and thus makes the road a safer area for pedestrians to traverse as there are no footpaths. If this could not be so then I would have to indicate option 1 as the way forward.	<p>Unfortunately the relatively narrow road width, combined with turning heads and junctions makes the majority of Galloway Drive unsuitable for parking. The use of single yellow lines in these locations would effectively condone parking outside the hours of operation in contravention of the Highway Code.</p> <p>Similarly enforcement of parking and waiting restrictions by residents cannot be condoned and would have no legal basis. Any parking and waiting restrictions on the publicly adopted highway apply to all users and cannot be enforced selectively.</p>	
4	I have put up for many years with the rubbish truck drive driving over the grass in from of my House as the road narrows. I have collected evidence that this has happened even when no cars are parked in the turning into my road. The problem here is not the parking of office workers, instead it is the narrow road and waste ground as you turn toward the entrance to my house, to the side of number 34 and in front of 91, and 89. The waste ground opposite is ugly not maintained and could easily be widened to ensure we could park safety in this spot as we have nowhere else to go. Number 34 is planting a large boarder in the grass by their wall and my children have to walk on the road and you cannot push a pushchair down this strip of ground you have to walk on the road. So the widening of this section would cost a great deal less than it would to paint double yellow lines in this area and then enforce it. Even a single yellow line and no parking between certain time would be unhelpful if I wanted to have	<p>The issue regarding over-running by the refuse truck has been reported to ABC's Street Scene & Open Spaces team for investigation, however the road width exceeds 3.0 metres at its narrowest and should therefore be negotiable by large vehicles as long as there are no parked vehicles obstructing its approach.</p> <p>Any widening of the carriageway would obviously fall outside the remit off this consultation / scheme, however the request has been forward to KCC for their consideration.</p> <p>Similarly the issue of private planting of the verge area has been passed to KCC for their information. However the road is designed as a shared surface and the verge areas are not intended to be dedicated to pedestrian use.</p> <p>Lastly the issue of maintenance of the verge areas and</p>	

		<p>visitors and they would have to park in Dexter close and walk a long way round...</p> <p>...I do hope you could consult with me and hopefully widen this bit of Galloway drive as the waste ground is ugly and used for fly tipping of unwanted rubbish (it could be easily widened and many of the problems would be solved) as stated above the parked cars are not the reason the rubbish truck drives over the grass it is instead because of the sharp angle and I have watched on so many occasions trucks and delivery lorries drive over the grass with no cars parked</p>	<p>associated fly tipping has been forwarded to ABC's Street Scene & Open Spaces team who are responsible for maintenance on behalf of KCC.</p>
Hurst Road	1	<p>If the entrance to the new school is just off the roundabout at the top of Hurst Road then really they should not be able to pick up there at all as it will cause absolute chaos!</p>	<p>Both Options 1 & 2 include double yellow line protection in this section of Hurst Road to discourage parking.</p>
	2	<p>More parking spaces need to be added to the Hurst Road square At the other end of Hurst Road the proposed double yellow lines are impractical, in particular around the parking area, and should be replaced with single yellow lines or the road turned into a resident permit area.</p>	<p>The parking bays proposed under Option 2 must conform to parking standards (bay dimensions, access etc.) to ensure that they are safe and fit for purpose. The proposed layout has been designed to optimise the number of bays – it is unfortunately not possible to accommodate any additional spaces while complying with parking and highway standards. The current informal parking arrangement provides considerably more flexibility because the bays are not marked out, allowing for example smaller cars to fit in spaces which would not necessarily accommodate a formal standard sized parking bay.</p>
	3	<p>We object to the red lines outside 7-8 Hurst Road. We have lived here for 36 years with no problems in turning. See Winston on this. May we suggest the following 1. Erect residential only parking signs in cul-de-sac end of Hurst Road if Option 1 goes ahead. 2. We the above will be hoping that no red lines outside our houses so that we can pay £25 to continue parking all day long as we have more rights than Trinity. Plus two of us, myself included, deliver Kennington Forum newsletters free of charge.</p>	<p>The double yellow lines proposed under Option 2 at this location are necessary to maintain the turning area to avoid forcing large vehicles to reverse excessive distances. The decision was taken to provide a turning area at this location rather than at the terminus of the road in order to maximise parking and also to minimise disruption to current parking practices which appear to favour parking in the cul-de-sac end of the road above the turning head opposite Nos. 7 & 8.</p> <p>Unfortunately the unusual configuration of the carriageway</p>

			<p>does not allow for the safe accommodation of much parking.</p> <p>In respect to the suggested erection of 'no parking' signs as part of Option 1, such signs are not legally recognised and would not be enforceable.</p> <p>Lastly it is assumed that the reference to a £25 charge to park all day relates to the limited waiting schemes which have been implemented in some locations around the town centre. Such a scheme has not been proposed in Goat Lees however were such a scheme to be considered bays could still not be provided in the location requested because it remains unsuitable for parking.</p>
Eureka Place	1	I also believe they use the car park by the "one stop shop" as well	This parking area is privately managed and therefore falls outside the remit of this consultation.
	2	There are several parking spaces behind medical centre! Never used! If parking is restricted between specified times it's unfair on residents who have no garage i.e. Guernsey Way etc.	This parking area is privately managed and therefore falls outside the remit of this consultation.
Guernsey Way	1	As a household we would like to support Option 1 (safety scheme). I would also like to add that yellow lines would also be preferable to be extended up round the corner to the outside of 35 Guernsey Way. An awful lot of vehicles park on this corner and it is blind to drivers when the vehicles are parked there. I have many times seen cars almost collide at this corner because of this reason. Also as it was identified by KCC that when it snows it is one of the badly affected roads in the borough, I have also witnessed during the icy periods that cars often get stuck on this corner in the slippery conditions due to the parked cars and can cause a considerable problem. I hope you will take my view on board.	This section of Guernsey Road was not included in the Option 1 scheme (although double yellow lines were proposed along the inside of the bend in the Option 2 scheme) because it was not considered necessary to extend restrictions this far into the estate.
Muscovy	1	Do NOT want double yellow lines at the top of Muscovy -	The double yellow lines proposed around the turning head of

Road		restricted is ok. This is our only visitor parking!	Muscovy Road in the Option 2 scheme are necessary because the alternative use of a single yellow line would effectively condone parking outside the hours of restriction. It is important to ensure that a turning area is maintained sufficient to allow large vehicles to manoeuvre in order to avoid forcing them to reverse the full length of the road.
Siskin Close	1	In Option 2 Siskin Close the end where the double yellow lines curve round needs to be capped and not curved around. Please contact me if you need further clarification.	Under Option 2 double yellow lines have been proposed around the turning head to ensure large vehicles are not forced to back down the full length of the road on exiting. It is necessary that the length of restrictions protects the 'T' junction of the turning head in order to enable the vehicles to manoeuvre either right or left.
Trinity Road	1	I support Option 1 but with the addition of double yellow lines along the section of Trinity Road nearest the school site - otherwise parents will park or pick up from Trinity Road out of convenience as the school access road will become congested at the school's small turning point. Without double yellow lines along this part of Trinity Road cars will get parked there - at the moment if someone even stops to post a letter at the post-box near the footpath it creates very significant hazard on Trinity Road, as pedestrian islands create additional barriers on the highway. So, as has been done at the top end of Trinity Road near the Towers School, there needs to be double yellow lines along this section of Trinity Road but that should be the extent of them. It is inevitable the parents will park along residential roads for school drop off and pick up, but this will be a very short lived phenomenon and can be managed (look at the village of Wye which has a larger school where the majority of children travel by car, but where parking can be achieved without resorting to double yellow lines everywhere and without impacting residential parking provision).	Restrictions have not been proposed in Trinity Road as part of Option 1 because the nature of the road itself makes it clear to motorists that it is unsuitable for parking – this is borne out by the current lack of parking along its length. In those locations where restrictions are not present, motorists rely on their own judgement to decide whether a location is suitable for parking. If double yellow lines were to be introduced along the section adjacent to the Goat Lees Primary School site but not elsewhere along its length this would effectively suggest to motorists that those locations without restrictions have been deemed suitable for parking. Under the Option 2 scheme where it has been necessary to delineate all sections of kerb space as either suitable or unsuitable for parking it has been necessary to propose double yellow lines along the whole length of Trinity Road within the scheme area. This does however have considerable maintenance implications due both to the long length of carriageway concerned and the fact that it is heavily trafficked and would therefore require a very regular maintenance regime to deal with the rate of wear.
	2	I support Option 1 but would recommend that double yellow	Restrictions have not been proposed in Trinity Road as part

	<p>lines are introduced along the section of Trinity Road nearest the school site - otherwise parents will park or pick up from Trinity Road out of convenience due to congestion in the very small access road into the school turning point. If there are no double yellow lines along this part of Trinity Road then people will park there - at the moment if someone even stops to post a letter at the post-box near the footpath it creates a very significant hazard on Trinity Road. So, as has been done at the top of Trinity Road near the Towers School, there does need to be double yellow lines along this section of Trinity Road but that should be the extent of them.</p>	<p>of Option 1 because the nature of the road itself makes it clear to motorists that it is unsuitable for parking – this is borne out by the current lack of parking along its length. In those locations where restrictions are not present, motorists rely on their own judgement to decide whether a location is suitable for parking. If double yellow lines were to be introduced along the section adjacent to the Goat Lees Primary School site but not elsewhere along its length this would effectively suggest to motorists that those locations without restrictions have been deemed suitable for parking.</p> <p>Under the Option 2 scheme where it has been necessary to delineate all sections of kerb space as either suitable or unsuitable for parking it has been necessary to propose double yellow lines along the whole length of Trinity Road within the scheme area. This does however have considerable maintenance implications due both to the long length of carriageway concerned and the fact that it is heavily trafficked and would therefore require a very regular maintenance regime to deal with the rate of wear.</p>
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